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A. S. WATSON & CO.,
LIMITED.

THE HONGKONG DISPENSARY.

THE HONGKONG DISPENSARY, 131
HONGKONG, 28th July, 1903.

The Daily Press.
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Australian papers which reached this Colony yesterday quote a letter just received by an officer of the late Australian naval contingent, which served in the North China campaign, from Dr. G. E. MORRISON, Times correspondent at Peking. A passage in this letter appears worthy of reproduction as an untrammelled expression of the celebrated correspondent's opinion on affairs up North. Dr. Morrison wrote: "Manchuria is gone hopelessly. England, and America may make academic protests, but the fact is accomplished. Japan will 'we think, do nothing; and there can be no doubt that both England and America are averse to war between Japan and Russia. This is the year when the relative strength of Japan is at its greatest, and if the opportunity is missed such a chance may never recur." Dr. Morrison, it will be seen, expresses himself, in the last sentence, in no uncertain terms as to the position in which Japan is placed. At the same time he says that a Russo-Japanese war would be unwelcome alike to Great Britain and to the United States. There can be no doubt at all as to the truth of this statement. It seems perfectly impossible that such a war, unless it terminates in a signal and speedy victory for Japan (as to the improbability of which a special contributor expresses himself strongly in another column, to-day), can remain confined to the two original contestants; and the calamities following upon the entanglement of other Powers in the strife are only too easy to foresee. But it will not improve the situation merely to stand aside and watch Russia flout Japanese susceptibilities by crossing from Manchuria into Korea and gradually working her way South. Only Russo-Manichaeism in either

Britain or the States can look forward with satisfaction to the establishment of Russia in South Korea. Granted that Manchuria is "hopelessly gone": Russia has still to gain international recognition of the fact, and this is not worthless to her, even though she has already the substance. Vague remarks like Lord CRANBORN'S in the House of Commons last week are not likely to do much good. With Sir ERNEST SATOW'S return to Peking, we hope to hear of a line of policy much more forcible, one to which Russia will not be able to reply with the usual more or less polite mendacities for which she is famous as a nation. Nothing can work more strongly to avert a Russo-Japanese struggle than a firm attitude on the part of Great Britain, and therefore it is most earnestly to be trusted that nothing will occur to precipitate a catastrophe before the British Minister gets back to Peking armed with those full powers and definite instructions which rumour has given to him. It is impossible to conceal from ourselves that the faltering of British policy now means the disintegration of China at no distant date, a disintegration by which we have very much to lose, even if we are willing to burden ourselves with part of the spoils of the unfortunate Empire.

A regular meeting of Zetland Lodge will be held in the Freemasons' Hall on Saturday next at 8.30 for 9 p.m.

The City Hall Library and Museum were visited last week by 221 non-Chinese and 79 Chinese and by 63 non-Chinese and 1,953 Chinese respectively.

The Superintendence of the Italian Convent informs us that the distribution of prizes will take place at the Convent on Monday, the 3rd August, at 5 p.m. His Excellency and Lady Blake will preside.

The P. & O. s.s. *Valetta*, with the English mail of the 3rd inst., left Singapore on Sunday, at 11 a.m., and may be expected here on Friday, at 8 a.m. Replies are due to correspondents despatched hence on the 2nd June.

On the occasion of the Procession of Our Lady of Mount Carmel at the Chapel at Tai Pa Island, Macao, on Sunday, 2nd August, the s.s. *Nippon* will make a special excursion trip to Macao, leaving her usual wharf at 9 a.m. and returning to Hongkong at 10 p.m. The band of the 3rd Burma will play during the voyage.

With reference to the paragraph which appeared in yesterday's issue, Mr. J. M. Beck, Superintendent of the Telegraph Companies, points out that the Pacific Cable was opened for traffic on the 25th inst., and that the rate to have to pass over the line beyond San Francisco for the charge for the land-line transit has to be added, the rate to New York thus being \$8.05.

Quite a sensation was created recently at the Japanese Theatre, Yokohama, when the *Merchandise of Venice* and *Sappho* were given for the first time by Japanese artists. A foreign child advanced to the stage and personated Madame Suda Yuzo (of European fame) with two bouquets of flowers. The novel, appreciative London, says the *Japan Gazette*, captured the Japanese audience, which cheered the little donor to the echo.

The P. & T. Times of the 18th inst. says: "The death of Dr. MacNee, I.M.S., took place at 12.30 yesterday. By all who knew the hopelessness from the onset of restoration to health even if life was spared, the promising young doctor's death can only be regarded as the happiest ending to his terrible accident. The whole affair was most lamentable and has cast a deep gloom over his associates with whom he was popular, and we extend our sympathy to the gallant young in-dico's fellow officers and friends."

The *Kobe Herald*, translating from the *Mainichi*, says that General Kurapatkin, who the other day sent a long telegram of 1,800 words from Kito to the Tsar during his stay in the old Japanese capital, expected that the telegram would be transmitted with sufficient rapidity to allow of its being laid before the Tsar the same day. The message took three days in transit, however, and the Tsar was very indignant about it. It is reported that His Majesty observed that if a message to himself could take three days, there was no saying how long public messages might be delayed. In consequence of this affair the superintendents of telegraphing offices at Vladivostok, Rangoon, Yokohama, and Samarsk have been summarily dismissed from office.

The invasion of the Hunan borders by Kwan gsi rebels, according to a recent despatch quoted by the *N.C. Daily News*, is spreading, and it is reported from reliable sources that the rebels are getting bolder day by day, while the Government troops are proportionately getting more timid, taking flight the moment they think they see the slightest indications of the enemy in the distance. Embassies of the rebels, it is also stated, have recently posted up, during the small hours of the morning, on the walls of the cities of Yangchow, Paoching, and Chinchou, large posters and placards in prominent places informing the inhabitants that the invaders profess themselves to be followers of Confucius, that their aim is to make more powerful the Yellow Race, to protect the Emperor Kwang Hsu from harm, and to remove from His Majesty's presence all traitors and perfidious Ministers of the Crown.

Admiral Bayle will relieve Admiral Marbais, who has been recalled, as commander-in-chief of the French squadron in the Far East.

The funeral of the late Mr. Hector W. Sampson took place at the Pabstian Cemetery, Shaughnessy, at 6 p.m., on the 22nd inst., and was attended by about fifty old friends of the deceased. The burial service was read by Mr. C. E. Darwent.

The Nippon Yusen Kaisha announce that they are prepared, during July and August, to issue first-class return tickets from Hongkong to Yokohama for the round fare of 93 yen, payable in local currency. Further particulars will be found in advertisement.

The Superintendent of the Alice Memorial and Netherdale Hospitals begs to acknowledge with thanks the following donations to the building fund of the Maternity Hospital:—
Hon. Dr. J. M. Atkinson ... \$25
J. Wilfred Inglis ... 5
Rev. T. Wright ... 5

The *Daily Mail* says that Mr. R. A. Alley, principal of the firm of Alley and Co., Australia and Puget Sound chartering and shipping agents, of Tacoma, Wash., U.S.A., is establishing a line of steamers with its headquarters at Tacoma. Mr. Alley has already chartered four steamers of 3,000 tons each, and they will sail from Seattle, Tacoma, and San Francisco for Australia towards the end of September.

A novel situation arose last month in one of the country districts of New South Wales in connection with the annual elections throughout the State for district councillors. One candidate died between the day of nomination and of election, but as party feeling ran high in the district the supporters of the deceased candidate considered that the only way to secure their seat was to vote for him, so that a supplementary election might follow, at which a representative in touch with them might be elected; consequently the dead man's name appeared at the top of the poll, and the returning officer had no option but to declare him duly elected.

A curious development is reported from Honolulu. Last month the Hawaiian House of Representatives, by the decisive vote of 17 to 9, put itself on record as being opposed to the coming thither of more Americans. The vote was almost exactly a division by race, the native Hawaiians voting against the coming of more Americans and the whites in favour of opening the doors to all who come. The natives avowedly took the position that they did not want more people to come to Hawaii, as if they did, they would soon outvote the Hawaiians and the latter would lose control of the Legislature. As Kanio, one of the anti-American speakers put it: "We have the power now. It is like a dove in our hands. If we open our hand, it will fly away never to return."

A new movement from Tokyo is illustrated by a brochure entitled *The House of Mitsui*, giving an historical account of this famous Japanese family and of their various undertakings, comprising the Mitsui Bussan Kaisha (Banking Department), Mitsui Bussan Kaisha (Foreign and Domestic Trading Department), Mitsui Bussan Kaisha (Mining Department), and Mitsui Bussan Kaisha (Drygoods Department). The aggregate registered nominal capital of the four companies amounts to eight and a half million yen, all paid up, and their reserve funds stood in December, 1902, at over sixteen and a half million yen. We also beg to acknowledge receipt from the Mitsui Bussan Kaisha of a publication dealing with the well-known Mitsui coal and its shipping port, Kuchino. It is finely illustrated and contains much information regarding the working of the Company.

Another odd lawsuit is reported from Japan. In the town of Miyasaki, Miyazaki prefecture, there is a large sugar-shop. A few houses away there are two next-door neighbours who make a hobby of bee-keeping. It seems that the bees in thousands have taken to infesting the sugar-shop. Every morning directly the shop was opened in they would swarm, settling on the sugar-tubs and quite forsaking the flowers. Should one be killed the others would make an attack on the person guilty of the murder, and so the insects got the upper hand. Indeed, if it is stated to have been absolutely impossible to do business, and the owner of the sugar-shop has been obliged to leave the bees to their own devices. This bombardment of his premises has been responsible for serious loss to the grower, and it is believed he will go to law over the matter, claiming damages from the owners of the bees for loss and injury sustained.

A special correspondent of the *Shanghai Mercury*, writing from Manila on the 19th inst., tells of a ... calculated to add to the production of soldiers of fortune. In the last month, says the writer, upward of 200 men, mainly non-commissioned officers or privates, whose terms of military service have run out or who could obtain discharges by other means have gone to China under engagement for military work. Their promised pay is \$200 gold per month, a multiplication by ten or more for men of that class in the American army, with assurance of service so long as they may prove valuable to their employers; and with prospect of increase of pay. No instance is reported in this tempting bait has been refused. There is no office to which men may go to offer themselves as recruits for this service. The movement is engagingly mysterious. Its promoters take no chances either of being over-run with undesirable applicants or of bringing themselves under the eye of Chinese consular or other authority; they evidently mark out the men whom they want and whom they know to be willing to accept their terms.

A London telegram of the 5th inst. reporting the result of the University Cricket Match says that Cambridge appeared at one time to have the match well in hand and that Oxford's victory was unexpected.

According to the *Fig*, the United States naval authorities have decided to condemn the old gunboat *Monocacy*, now lying at Taku, and to dispose of her. This vessel first came out to the Far East in 1835, two years after she was built, and has served the U.S. Government for a period of over forty years. Lately she has been used as a guard-boat on the Peking river.

The *Japan Advertiser* reports that Mr. A. C. Hutton Potts, of Yokohama, met with a painful accident while in his ricksha on the afternoon of the 14th instant. The axle of the ricksha broke suddenly, Mr. Potts was thrown heavily against the iron balustrade of a bridge which he was crossing, with the result that an arm was badly bruised, the injury necessitating confinement to his bed for a few days.

M. Etienne, one of the foremost men of the French Colonial party, in an article in the *National Revue* on the difficulties attendant on the administration of the New Hebrides, suggests the partition of the group. He thinks that Australia should take the northern islands of the group and France should annex the southern islands. A recent article in the *Depeche Coloniale*, which is controlled by M. Etienne, suggested that as in the New Hebrides French interests did not conflict with those of England, but with those of the self-governing colonies, the difference could be settled directly with Australia. The basis of an understanding could be easily found. Since Australia objected to the neighbourhood of French penal settlements, she could be given an assurance that once the New Hebrides became French the Republic would not send any more convicts to Oceania.

The *Kobe Chronicle* says:—The total sum of money to be paid by the Japanese Government during the next eleven years in connection with the extension and maintenance of the Navy is estimated at 170,000,000 yen. The extension is estimated to cost 100,000,000 yen, and the annual sum for the upkeep of the fleet 6,000,000 yen, which will gradually increase to 7,150,000 yen in the course of eleven years. A veritable contemporary, dealing with the question of Japan's capacity for building warships, says that the naval yards and private firms, such as the Mitsui Bishi and Kawasaki companies, may be able to turn out a total of 5,000 tons annually. Warships built at this rate for eleven years would have about 110,000 tons to be ordered from abroad, and the vessels built abroad will be chiefly battleships, at a cost doubtless exceeding 100,000,000 yen. Japan once embarked on this project of Naval Extension, about 10,000,000 yen of real currency will flow out of the Empire year by year.

The *Shanghai Mercury* publishes the following interesting account of a case of piracy in the United States:—The United States gunboat *Quinos* was going and going out of San Francisco Harbour, frequently during the month of June, and as no one suspected any aggressiveness she was not watched. Now, however, the summer of on: awakening has come, and the Government is somewhat perturbed, for it has now been coolly informed by Lincolnton, a native of the British North Borneo coast. It has been very smartly and 'outly done. Taguana and Baguan are two of the principal islands grabbed by Uncle Sam. According to information received the *modus operandi* has been thusly: The gunboat proceeds to an island, calls the headman, presents him with an American flag, and mails a proclamation on some tree, hard by. A salute to the flag is fired and then the warship trots off to another island and does likewise. Taguana Island is an important one as it commands the entrance to Sandakan Harbour, and the Government derives revenue from it by letting out the large turtle-egg collection at certain seasons of the year. The natives here are very much inclined to go under American protection, as they are reported to pay good wages and spend money freely. It is rumoured that a meeting of the British and American Admirals will take place soon, to decide this delicate question of annexation; meanwhile cables between all parties concerned, both at home and out here, are being despatched constantly.

ROBBERY WITH VIOLENCE.

On Sunday afternoon three Chinamen entered the house of a native woman at Yau-mai on the pretext that they were looking for lodgings. They seized her, rubbed pepper in her eyes, and tore the bangles she was wearing off her wrists; the articles were worth \$25. The woman's cries of "Save life" attracted the notice of neighbours, but they were unable to prevent the escape of the robbers. Their victim says she can identify them.

HEALTH OF THE COLONY.

Only one case of plague (Chinese, dead) was notified during the two days ended at noon yesterday; the body was brought to the door of 28, Cause Road.

During the week ended Saturday, 25th inst., 13 cases of plague and 11 deaths occurred; all the victims except one, a Japanese who died, were Chinese. The total cases for the year number 1,364, distributed as follows:—35 European, 1,248 Chinese, 81 other Asiatics; the deaths aggregate 1,198, namely—4 Europeans, 1,155 Chinese, 39 other Asiatics. The only other cases of communicable disease occurring during the week ended the 25th inst. were one of enteric fever (Indian) and one of paratyphoid fever (Chinese, fatal).

TELEGRAMS.

REUTERS'S SERVICE.

THE KING IN IRELAND.

LONDON, 24th July.

The King, on foot, has visited the slums of Dublin, where he was uproariously acclaimed by the populace.

The King, accompanied by the Queen, also visited Maynooth, where Their Majesties received three [Roman] Catholic Archbishops and twenty Bishops. The King during the reception fittingly referred to the late Pope.

ANGLO-FRENCH COMMERCIAL UNION.

LONDON, 24th July.

The French Press is much gratified at the reception of the Delegates in England.

AUSTRALIAN ARMY ORGANISATION SCHEME.

LONDON, 24th July.

The Australian Federal Executive have adopted an Army Organisation Scheme, providing a mobile field force, capable of military operations at the shortest notice wherever Australia may desire. The force will consist of 27,763 men and 84 guns, also of a garrison force largely composed of Volunteers.

SUPREME COURT.

Monday, 27th July.

IN CRIMINAL JURISDICTION.

BEFORE HIS HONOUR SIR WILLIAM M. GOODMAN (CHIEF JUSTICE).

CHARGE OF MANSLAUGHTER.

Chang Kang was charged with having, on 25th May, killed one U Pak Chi by pushing him into the harbour.

He pleaded not guilty, and was defended by Mr. M. W. Slade, barrister-at-law (instructed by Mr. C. E. H. Beavis of Messrs. Wilkinson and Grist, solicitors). The Hon. Attorney-General Sir Henry S. Barkley (instructed by Mr. F. B. L. Bowley, Crown Solicitor) conducted the prosecution.

The following jury was empanelled:—Messrs. J. D. Osmond, E. H. Summers, J. S. Douglas, C. Perkins, H. T. Banjo, F. G. Chunnatt, and J. A. Stepani.

The Attorney-General, in opening the case for the Crown, stated that the prisoner was working on the s.s. *Nanking* lying on the east side of the Macao wharf. The deceased, U Pak Chi, and another man called U Kwai were carrying a bale of goods from the *Praya* to the Macao steamer *Hanyuan*, lying on the west side of the wharf. Prisoner and the other two men referred to appeared to have been standing on the wharf and to have been in the way of U Pak Chi and U Kwai, who were carrying the bale. The bale-carriers refused to them to get out of the way, but they refused to move and the result was a collision. A quarrel and a fight ensued, and evidence would be called to say that in the course of the disturbance the prisoner with both hands pushed U Pak Chi over the side of the wharf into the water, and he was drowned.

After evidence had been given for the Crown, two witnesses were called for the defence, and deposed that the accused was on board the *Nanking* when the deceased was said to have been pushed over the side of the wharf.

The jury by a majority of six to one found the accused not guilty, and he was accordingly discharged.

The Court rose.

ROBBED ON BOARD SHIP.

A British passenger from Borneo by the German steamer *Borneo* reported to the police here yesterday that he had been robbed of \$200 on board the vessel during the passage to Hongkong. The act, he states, was committed one night whilst he lay asleep on deck, where he had gone on account of the heat, and he further asserts that when the *Borneo* arrived in this port the master refused a request to hoist a signal calling the Water Police, the refusal being accompanied by the explanation that the Water Police had nothing to do with the case, and that the proper authorities to approach were the Land Police. The passenger suspects one of the crew who, he states, desired permission to leave his employment at once when the *Borneo* arrived in harbour.

LATEST STEAMER MOVEMENTS.

The P. & O. steamer *Valetta* left Singapore for this port on the 26th inst., at 11 a.m., with the outward English mails, and is due here on the 31st inst., at about 8 a.m.

The M.M. steamer *Tonkin*, with the next French mail, left Saigon on the 25th inst., at 1 p.m., and is due here to-morrow, at daylight.

The Imperial German mail steamer *Boon*, which left here on the 25th ult., arrived at Genoa on the 26th inst., at 7 a.m.

The T.K.M. steamer *Hongkong Maru*, with mails, &c., from San Francisco to the 7th inst., via Honolulu, left Yokohama for this port yesterday morning, via Inland Sea, &c.

The C.P.R. steamer *Tartar* arrived at Nagasaki 10.30 a.m. on the 27th inst., and left again at 6 p.m. same day for Kobe, where she is due to arrive at 6 a.m., to-morrow.

The C.N. steamer *Nanking* left Pientsin for this port, via Chefoo and Chingwan, on the 25th inst., and is due here on the 2nd prox.

THE NORTHERN CRISIS.

[SPECIALLY CONTRIBUTED.]

II.—THE ARMIES OF JAPAN AND RUSSIA.

Of late there have been a mass of articles and telegrams fortelling an outbreak of war between Japan and Russia, and the Russian Government have been only awaiting the arrival of the Minister of War Kurapatkin from the Far East to give a firm refusal to the Japanese ultimatum, after which the Japanese Government can do nothing less than declare war.

Now I propose to give a full account of the Russian and Japanese forces, based on personal observations while travelling through Manchuria, Korea, and Japan. In Korea, Russia had only about 8,000 (now more) men on the banks of the Yalu River, near Wiju. There are no fortifications made, but these troops will be only the advance guard of the Russian army which will protect Manchuria. In the event of war this force will be supplemented by more than 10,000 men. The Japanese have very few regular troops in Fusan, Seoul, Chemulpo, and Gusan—although about 2,500—but they have about 32,000 men disguised in civilian clothes, employed as tradesmen and workmen on the railways, and these have ordnance and full munitions of war at hand. In Manchuria the Russians had, not more than one week ago, 100,000 men; but six days ago the order of mobilisation was given and previously two divisions of Cossacks had been ordered to Manchuria from Russia. The mobilisation of the northern provinces—Kirin, Hailar, and Tsikhar—had given more than 150,000 men to the south, and these troops are all mounted. The southern provinces can supply about 100,000 men, making in all 350,000 men without the forces from the Siberian districts, which can contribute no less than 400,000 men, although their transport to Manchuria could not be accomplished in less than two weeks. Of the fortified strongholds the most notable are certainly Port Arthur, Taitowan (Dahly), Newchwang, Inkow, Port Lazareff, Vladivostok, Blagovestehensk, and Moukden, in all of which places the Russians are hurriedly making preparations for war. In Newchwang they have built near the coast three batteries with cannon of different sizes and other fortifications and encampments. (If you go on a steamer you can see the batteries and four or five different encampments.) These encampments near Newchwang are unoccupied, and that means that Russia will move a big force of troops to this place with a view to repelling any descent which the Japanese may make upon the coast near Newchwang. In Taitowan the Russians have made very little preparation, in the way of fortifications, but they will in the course of a few days have it encircled in a series of forts. Should the Japanese come from Taitowan they would have to attack the Liaotung Isthmus and the Hsinhan Mountains, on two sides of which—from Taitowan and from Newchwang—the Russians have constructed big fortifications with magnificent artillery of all sizes. These positions could not be taken without terrible loss of life.

Port Arthur has been fortified for a number of years, but the fortifications constructed there last spring have made the stronghold a first-class fortress. Especially from the sea is Port Arthur strongly held. There you can find ordnance of all sizes from little Schnell-shooters, mortars, cannonades, etc., to huge guns throwing shot weighing thousands of pounds. The Russians have also mounted there great dynamite cannon, one shot from which can destroy and sink a battleship of the biggest class. In addition to this, Port Arthur will certainly be protected in the strongest possible manner by torpedoes in the same way as Taitowan and Newchwang. The command of the fort will be taken by Admiral Alexeff, who is known as a famous strategist and brave general; and General Stessel will probably take command of the First Army, which will occupy the Liaotung Isthmus and the Hsinhan Mountains, and undertake the defence of Port Arthur from the land side. General Stessel's army will consist at first of 80,000 to 90,000 men. The Second Army will occupy Moukden, which has been very well fortified during the past year and will be able to offer a formidable defence against any attack on the part of the Japanese.

The general staff will be at Kharbin, and it is stated that the Minister of War, General of Infantry Kurapatkin, will take command of the entire force with the rank of Field Marshal. Vladivostok though not so strongly fortified as Port Arthur is sufficiently defended to make its capture a most difficult task for the Japanese. I had forgotten to state that the number of pieces of ordnance constituting the defence of Port Arthur exceeds 540 (without the light artillery which is with the army corps under General Stessel), and this will be further supplemented by 72 cannons of the most recent Schnell-shooter type from the famous French firm of Schneider. Of these, 18 are at present en route from Russia, and the remainder will be despatched at the first possible moment.

The Russian fleet is only 58 strong, and as regards construction and armament is not so formidable as the Japanese fleet; but the Russians have got two submarines (French type) and four others are due to arrive in a

* i.e. six days before the 28th inst.

few days; and that addition to the Russian naval strength should decide the chances in favour of Russia. Then the Russian marines are known as brave and famous warriors as witnessed the attack on the Taku forts—and the same can be said of the Cossacks; and that is a condition which has to be taken into account in the event of a war with Japan.

The Japanese Government have called to arms all reserves. All officers and soldiers who have been in the reserve since the operations in North China have been ordered to rejoin their regiments immediately. A steamer of the Nippon Yusen Kaisha which was leaving Shanghai a few days ago carried back to Japan many hundreds of officers and men recalled by hurried orders. Now Japan has assembled all her forces in the neighbourhood of Nagasaki, Fukuoka, Kobe, Moji, and in Hokkaido Bay, Sagami, and Hakodate in all, about 200,000 men. Within the last two or three days that number has been increased to 280,000 or 300,000 men; but after a declaration of war and the calling together of the second class (reserve), they must have in all something like a force of 400,000 men. The Japanese fortifications are being hurriedly repaired and the armaments remounted. Thousands of Japanese are working in the fortresses of Kumamoto, Nagoya, Toyama, Hiroshima, Hamamatsu, Kanazawa, Fukuoka, Gifu, Tsuyama, Shizuoka, Yokohama, and Tokyo. It must be said at once, however, that nearly all Japanese fortresses are very badly constructed. They are built according to an old type, dating from the feudal days when every little prince or duke had his own city and was the ruler of his province. The forts are mostly in the middle of the city and the houses of the people are in many cases only a few metres distant from the forts. The castles themselves are often armed with artillery which is much too old to be of any use, though the garrisons are large enough to put up a good defence were they better supplied with ordnance. Only two or three of the fortified points, such as Kumamoto and Kanazawa, are built in the modern manner and have good artillery. In the present state of things Japan has neither time nor money to make the necessary improvements for placing her forts in a proper condition to repel attack if the war should be carried into Japan.

The Japanese naval force is stronger and more numerous than the Russian squadron which are now at Port Arthur and Vladivostok. The Japanese battleships are superior. The whole Japanese fleet numbers 118 vessels, but one-third of these are old ships or small gunboats, so that the fighting force amounts to about 78 ships. But, as mentioned above, the Russians have now two submarines and are waiting for four more, and these will give an enormous advantage to the Russians. The destructive capabilities of the submarines require to be understood to be believed. Given a good chance, a submarine can sink an eighteen battleships in an hour, and a battleship in return can do nothing to the submarine but must make herself scarce if she would escape from being sunk.

Then the Japanese infantry is equal to the Russian or perhaps a little better; but the Japanese cavalry is nothing—bad horses and bad riders alike; while all who have seen the Cossacks on the field of battle admit that they are the best cavalry in the world. And it must be remembered that in a war in Manchuria the cavalry would have the principal part to play. Without cavalry an army would be lost. According to latest telegrams the Russians have drilled about 80,000 Chinese soldiers who will make very good auxiliary troops, taking charge of the provisions for the Russians and making guerrilla war against the Japanese.

The last order of the Russian Minister in Peking to all merchants and agents in Port Arthur and Newchwang was to send their families back to Russia because of the imminence of war. The Russian Admiral also has issued 50 or 60 letters of marque which would be sufficient to secure the blockade of all Japanese ports in the event of war, so that Japan's traffic and commerce with other countries would be paralysed.

III.—THE CHANCES OF WAR.

After the declaration of war, which now must be admitted to be a matter of days only, the Japanese forces will be divided into four armies. Of this I have certain information, secretly derived from a high Japanese official source. The first step must be the destruction of the Russian fleet, without which Japan cannot transport her troops to Manchuria and Russian territory. Therefore the first fight, or at least the first serious battle, must be a sea-fight. The question arises, Will the Russians send out their fleet from Port Arthur or not? If they venture out into the Gulf of Pechili, the struggle will certainly be in more advantageous circumstances for the Japanese, and the chances will be more in their favour. If the Russian fleet does not leave the shelter of Port Arthur, then the Japanese fleet must seek it there. This is a very different matter. The Russians will then have the support of their forts and the help of excellent fortress artillery. Victory for the Japanese would be an extremely difficult thing. Moreover the Russians have submarine boats and know how to use them. Should the Japanese fleet be crushed the war would already be half over. The small Japanese army in Korea, 35,000 or 40,000 strong, would soon be attacked by Russian troops in the proportion of about three to one, while the Russian fleet would cross over and bombard

Yokohama and Tokyo. Russian troops would land at Atsuta and Tsuruga Bay and then at Yokohama itself. England holding back, Japan would be in an extremely bad fix. On the other hand, should the Japanese fleet be victorious at Port Arthur, then an attack would be made on the place itself. There are three ways of doing this. The attack from the sea is the hardest, for, as I have said, Port Arthur is fortified as a fortress of the first rank from the sea side and its capture would mean terrible losses to the assailants. The second way is to attack it from the side of Talienwan. After the capture of that port (which would not be so hard) a southward movement would follow with a view to carrying the Hsinbanchen heights and obtaining command of the extreme end of the Liaotung Peninsula. This would, I think, be as difficult almost as the attack from the sea. The position at Hsinbanchen is a big mountain with a narrow pass between two high peaks, through which the railway runs. Easily approached from Port Arthur, the ascent from the side of Talienwan is very difficult. The third plan open to the Japanese is to take possession of Newchwang, and even there batteries and troops are strong enough to offer a good resistance. Should fortune favour the Japanese the same position would still face them at the end of the Liaotung Isthmus as in the second alternative.

Should, however, Port Arthur fall from the sea side the Japanese would have to face the army of General Stessel on the Liaotung Isthmus. If they captured the Isthmus, then there would be no obstacle before them until Moukden, where the second Russian army would await them and good fortifications. But if any one thinks that the capture of the Liaotung Isthmus and the Hsinbanchen position puts Port Arthur at the mercy of the Japanese, he is greatly mistaken. The place is now very strongly fortified on the land side, though of course not so strongly as from that of the sea. Again, if Port Arthur were captured from the sea, the Japanese would still have to storm the Hsinbanchen lines, which are also completely fortified on the Port Arthur side.

The Japanese second army in Korea already numbers from thirty-five to forty thousand men, disguised in every-day civilians' clothes. They will be on the spot immediately war is declared. Reinforced by troops from Japan, bringing their numbers up to 60,000, they will occupy the principal cities of Korea, Seoul, Gonsan, Chemulpo, and Fusan; and will proceed to drive from the north of Korea the Russians, who are in too small numbers to offer resistance and must withdraw. This army will then enter Manchuria and march westward to effect a junction with the other army and attack the Russian position at Moukden.

It is doubtful whether Japan will send troops to Vladivostok to cut up the railway and attack the Russians from the North. Japan has not sufficient men to send out four or five armies, and if a force were to be despatched to take the Russians in the rear it would have to be very strong, and protected from being surrounded and captured. Most probably Japan will confine her military operations to South Manchuria and content herself with merely bombarding Vladivostok and other Russian ports.

But this is only the beginning of war. Japan by herself can never finish a war with Russia to her advantage. Russia is too strong and her total forces are to Japan's as 18 to 1. Russia may thus lose during the first months of the struggle, but by continually sending new troops she must finally drive out the exhausted Japanese. This certainly means financial ruin to Russia. But Japan can never win, and if Russia be ruined Japan will not only be ruined but will lose all the power she has now. There will be a terrible difference between Japan's state now and her state after the war. The Japanese Government sees this, as we do, but it can do nothing. The people is spurred on by the Press to listen to no reason.

There remains the question whether, if Japan were thoroughly exhausted, England would be bound by the terms of the treaty of alliance to come to her assistance. She knows that if she were to declare war against Russia, France would declare war against her, by the terms of the Dual Alliance. This means a world-wide war. It is true that all this is speculative, but it is speculation based on good and sound information.

Perhaps it was only the other day, during his western tour, that President Roosevelt quite realised the imminence of the national interest in his teeth. At a small Kansas country town a man stepped up to him and said, "What's the President?" "Did you wish to see him for anything in particular?" asked Mr. Roosevelt, smiling perhaps a joke and perhaps a compliment. "I never seen but one President in my life," came the answer, "and of course I should like to see him on gin rai principles. But what I want to see this one for most pertains to is to see if he's got them squirrel teeth the papers say he has." And then there the President displayed his "squirrel teeth" in the broadest of grins.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—The barometer has fallen over the N.E. part of the Sea of Japan, risen over the E. coast of China. Pressure remains high over the Indian to the S.E. of Japan. A depression, apparently shallow at present, lies over N. part of the China Sea, probably to the E. of the Philippines. Moderate E. winds in the Formosa Channel, and fresh N.E. winds off the E. coast of China. Forecast—Fresh E. winds; equally, showery.

POLICE COURT.

Monday, 27th July.

Before Mr. T. SERCOMBE SMITH (Police Magistrate).

DARING THEFT.

On Sunday night about half-past nine o'clock a Frenchman named Achille Chemin was walking up Battery Pathway when his watch and chain were snatched by one of two Chinamen who made a dart at him from the side of the road. Mr. Chemin wore his chain on the outside of his jacket, and it was therefore an easy task for the rascals to catch hold of it. They ran off in different directions, one running up the hill and the other down. Mr. Chemin off in pursuit of the former, and his cries attracted the attention of a Portuguese gentleman, who stopped the fleeing thief as he came panting along. On the way to the Central Police Station they passed the spot where the larceny had been committed, and here the watch, which had fallen on the ground and been allowed to lie there, was picked up; the chain was in the possession of the second of the two thieves, and has not been recovered, the second thief being still at liberty.

His accomplice was charged with larceny from the person and convicted; his sentence was a fully-merited and exemplary one—three months' exposure in the stocks at the place where the offence was committed, twelve months' hard labour, and seven days' solitary confinement during the last week of the sentence. The first part of the punishment was carried out immediately, and the spectacle attracted large crowds of curious Chinese upon the lawless one, among whom, as well as upon the culprit himself, it is to be hoped the lesson will not be lost.

A POINT OF LAW—OR FACT?

A few days ago a fortune-teller at West Point had an interview with a young girl, upon whose superstitious she is alleged to have so successfully worked as to extract from her two dollars to keep evil spirits away; the penalty of non-payment of the money was death at sunset the same day! Full of the mysterious dread imparted by the incident, the girl on arriving at her mother's house in Kowloon City told her parent of the awful fate she had so narrowly escaped, and received the practical advice to go and tell the police. This the girl eventually did, with the result that the fortune-teller was arrested by Inspector McNab on a charge of obtaining money by false pretences.

Mr. O. D. Thomson, solicitor, defended, and submitted that as a fact the accused was not guilty of the offence alleged against her.

His Worship contended that the defendant was guilty in that she obtained the money by professing ability to ward off evil spirits.

Mr. Thomson—But how do we know that she does not possess that ability?

His Worship did not pursue this line of argument, but granted a remand until to-day at 2.15 p.m.

CREATING A DISTURBANCE.

On the complaint of P. C. 28 Blowa, of the Water Police, six cargo-boat owners were fined \$10 each for being ashore at Teinshatwai and working cargo between the hours of 9 p.m. and 5 a.m.

COMMITTED FOR TRIAL.

On Saturday last a native entered the cabin of the chief officer of the United States transport *Isabelle*, in dock at Kowloon, and stole a gold watch and chain and two trinkets—one half-a-sovereign and the other a gold earring—of the total value of \$500. He got clear away, but came to grief when he attempted to pawn his ill-gotten gains. The trinkets he had already converted into ready money, and he had the pawn-tickets in his pocket when he walked into another shop and passed the watch over the counter with the remark, "How much?" The pawnbroker immediately suspected his customer, and called in a passing *tahong*, who had a stern chase after the already decamping thief, but caught him at last. When searched at the Police Station he was found to be wearing the stolen chain.

His Worship convicted the accused and committed him for trial at the next Criminal Sessions.

CRUELTY TO A PONY.

The case in which a mafao at the Chung Wa stables, Wongneichong, was charged with cruelty to a pony, under circumstances already narrated in these columns, came up again on remand. Mr. H. W. Looker, solicitor (Messrs. Deacon & Hastings), defended.

After one of the proprietors of the stables had given evidence, the accountant there was called and deposed that the defendant was in charge of the pony and gharry on the day when the alleged acts of cruelty were committed. He was followed in the witness-box by the head mafao, who declared that he saw the defendant take part in the levering of the pony by means of bamboos and in the subsequent slinging-up of the animal to a tree, where it hung for three-quarters of an hour. The defendant, he added, was present throughout all the proceedings. After hearing Mr. Looker, who called for the defence one of the Chinese passengers in the gharry, His Worship found the defendant guilty of cruelty to a pony and fined him \$50, or in default two months' hard labour. The fine was paid. An appeal may be lodged.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

CHARGE OF BRIBERY.

The case of N. A. Johannsson, overseer of the Central Market, who is charged with accepting a bribe of \$40 from certain stall-holders in the market to influence his conduct as a public servant, was called, and, owing to the absence of the Supreme Court of Mr. M. W. Elide, barrister-at-law, who is engaged by the defendant, further remanded until to-day at 2.15 p.m., when his Worship intends to dispose of the case.

LATE TELEGRAMS.

[VIA SHANGHAI.]

MR. CHAMBERLAIN'S ZOLVEREIN.

London, 22nd July.

The Tariff Reform League has been inaugurated in London, the Duke of Sutherland presiding. There was a crowded gathering of Peers and Members of the House of Commons of both parties. The League intends to start a propaganda throughout the Kingdom. In a debate in the House of Lords numerous references were made to the possibilities of invasion of the Indian frontier and hence the necessity for increased power of defence.—N. C. P. N.

THE LATE POPE.

Berlin, 22nd July.

The German Emperor has sent a most cordial telegram of condolence to the Sacred College with reference to the death of Pope Leo XIII. He says therein that he will never forget the venerable old man, who was his personal friend. The Prussian Minister at the Vatican, Baron Jettmar, delivered letters of condolence from both the German Empire and the Prussian State.

The Conclave, which has to elect a successor to Pope Leo, will be convened on the 31st inst. It is reported that the Secretary of State, Cardinal Rampolla, will not be a candidate for election, but that he will rather reserve himself for the next conclave.

The parade before the body of Leo XIII, which is lying in state at St. Peter's, has begun. The French Republic and President Loubet both intend to send representatives to Rome for the burial ceremonies.—O. Lloyd.

VIA AUSTRALIA.

PREFERENTIAL TARIFFS.

SPEECHES AT THE CONSTITUTIONAL CLUB.

London, 26th June.

This afternoon Mr. Arthur Balfour, the Prime Minister, on behalf of the Constitutional Club, presented Mr. Chamberlain, the Secretary of State for the Colonies, with a magnificent silver casket, which was accompanied by an address eulogising his administration of the department. Mr. Balfour said it would be folly to make differences of opinion on fiscal questions the test of party loyalty. Under present conditions, negotiation in the two senses with foreign countries, as far as commerce and trade were concerned, was impossible. Our balance had been kept up by throwing out the sand bags used for ballast, and when the sand was exhausted we must reconsider our position. The issues raised, Mr. Balfour continued, were in no wise new. The existing evils and their dangers had been emphasised for years past by the Government or its members. The public would make a mistake by conceiving that there were any particular methods of meeting evils. It was not in controversy whether food should be taxed, but whether the evils which existed demanded a remedy. There was no real or substantial reason why the policy proposed by Mr. Chamberlain, if wise and practicable in other respects, should not be carried out without increasing the cost of living. What was wanted was freedom of negotiation with other countries, for the purpose of increasing freedom of trade untrammelled by prohibitive tariffs. Mr. Balfour said he would say nothing about the further object of strengthening Imperial unity. He would leave that to Mr. Chamberlain, the one man, dead or alive, who had given life and expression to the idea of Imperial unity. (Cheers.)

Mr. Chamberlain reciprocated the compliment paid him by Mr. Balfour, added to it a generous protestation of loyalty and fidelity to the Prime Minister as his chief. Mr. Chamberlain then in glowing language paid a tribute to the colonies in rallying to the ideal of the common obligations of empire despite indifference, slights, and sneers. There had been opposition in the past to many schemes of promoting the closer unity of the motherland and the colonies, nevertheless they must consult and follow the wishes and interests of the colonies, remembering that the success of any Imperial union depended upon the cordial support tendered to that union from all parts of the Empire. Mr. Chamberlain continued that he, as in a certain sense, the representative of the colonies, was bound to ask for an enquiry into the economic and fiscal relations of the Empire and of foreign countries, in pursuance of the colonies' suggestion that closer unity could be most profitably reached by commercial unions through preferential tariffs. This, he said, was no party question. A system of preferential tariffs was the only system capable of keeping the Empire together. He suggested whether the exports of British manufactures to the colonies did not exceed the exports to all the protected States of Europe and America. That group of exports—i.e., to the protected States of Europe and America—Mr. Chamberlain affirmed, was continually and rapidly decreasing in quantity and profitable character. He would ask them whether it would not be wiser to cultivate the trade of ten million of our kinsmen, taking from us exports to the value of £10 a head, than to lose the opportunity for unity for the sake of attempting to conciliate three hundred million foreigners taking from us a few shillings of exports per head. Proceeding to refer again to the enquiry, Mr. Chamberlain added that that enquiry would also comprise the subject of the condition and the relative progress of protected bounties. Regarding a policy of retaliation, or, as Mr. Balfour had better described it, the policy of negotiation, the Colonial Secretary said: "If having something to bargain with we fall in negotiation, we reserve to Great Britain a vast production, instead of tolerating the ruin of our iron and textile

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NOTICE. A JUSTICES OF THE PEACE will be held in the JUSTICES ROOM, at the Magistracy, at 2.15 p.m., on TUESDAY, the 4th day of AUGUST, 1903, for the purpose of considering the following application:—

From one O. FLOMOWITZ for the transmission of his Publican's License to sell and retail intoxicating Liquors on the premises situated at No. 1, J. J. Bice Street, under the name of "COLONIAL HOTEL," to one ANNETTE PAPIER. T. SERCOMBE SMITH, Police Magistrate.

Magistracy, Hongkong, 18th July, 1903. [2129]

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Please apply to WEISMAN & CO., 142, Prince Street, ANGLO-AMERICAN STORES, 64, Elgin Road, or ROYAL CRATED WATER DEPOT, Ice House Street. Hongkong, 19th December, 1902. [117-1]

THE POLICY OF THE "OPEN EYE."

London, 4th July.

The Council of the National Union of Conservative Associations has passed a resolution welcoming the enquiry into existing commercial and tariff relations with other countries, and trusting that the outcome of the enquiry will prove the practicability of a still closer union between the colonies and the motherland. At the banquet of the Union, Mr. G. Wyndham, the Chief Secretary for Ireland, declared that Mr. Chamberlain had impressed himself and his brethren in the colonies with a sense of Imperial responsibility and solidarity, which were sadly lacking when their opponents were in office. Those resisting an enquiry into the commercial relations of the Empire and questions of transit, Mr. Wyndham said, decided people having an open mind. For his part he objected to the policy of shutting one's eyes to facts, and he would boldly advocate the policy of the "open eye."

Although 50 of the Unionist members of the House of Commons in favour of the Ministerial proposals for an enquiry being held into the fiscal policy of the Empire, 50 per cent. of the party, chiefly representing combined urban and rural constituencies, decline at present to participate in either of the concerted movements for an electoral campaign during the Parliamentary recess.

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THE OFFICES of the above Company have been OPENED at No. 35, QUEEN'S ROAD CENTRAL, 2nd FLOOR. Hongkong, 21st March, 1903. [924]

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Hongkong, 14th February, 1903.

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A REPRINT of "THE 'ZAFIRO' CASE" in pamphlet form is
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Hongkong, 23rd May, 1903. 1568

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The TRANSFER BOOKS of the Company
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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 14th July, 1903. 2026

THE WEST POINT BUILDING
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application at the Company's Office.

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By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary to the Hongkong Land Invest-
ment & Agency Co., Ltd.

General Agents for the West Point
Building Co., Limited.
Hongkong, 14th July, 1903. 2027

THE HONGKONG ICE COMPANY,
LIMITED.

NOTICE.

IN accordance with the Provisions of
No. 104 of the Articles of Association the
General Managers have this day declared an
INTERIM DIVIDEND for the half-year
ended 30th June, 1903, of Four Dollars per
Share.

DIVIDEND WARRANTS may be obtained
on application at the Office of the Company on
and after TUESDAY, 28th JULY.

The TRANSFER BOOKS of the Company
will be CLOSED from the 20th to the 28th INSTANT,
both days inclusive.

JARDINE, MATHESON & CO.,
General Managers.

Hongkong, 15th July, 1903. 2043

HONGKONG, CANTON AND MACAO
STEAMSHIP COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE SEVENTY-FOURTH ORDINARY
HALF-YEARLY MEETING of
SHAREHOLDERS in the Company will be
held at the OFFICE of the Company, No. 18,
Bank Buildings, Queen's Road Central, on
TUESDAY, the 4th AUGUST, at 12 o'clock
Noon, for the purpose of receiving a Report of
the Directors, together with a Statement of
Accounts, declaring a Dividend, confirming the
appointment of Directors, and re-electing
Directors and Auditors.

The TRANSFER BOOKS of the Company
will be CLOSED from the 21st of JULY to the
4th AUGUST, inclusive.

By Order of the Board of Directors,
J. GOOSMANN,
Acting Secretary.

Hongkong, 15th July, 1903. 2041

WILLIAM POWELL, LIMITED.

**THE SECOND ORDINARY YEARLY
MEETING of SHAREHOLDERS** in the
above-named Company will be held at the
COMPANY'S PREMISES, No. 28, Queen's
Road Central, on WEDNESDAY, the 5th
AUGUST, 1903, at Noon, to receive the
Report and Statement of Accounts for the year
ending 30th June, 1903, electing Directors,
and declaring a Dividend.

The TRANSFER BOOKS of the Company
will be CLOSED from the 31st JULY to the
5th AUGUST, both days inclusive.

By Order of the Board of Directors,
R. G. HECKFORD,
Manager.

Hongkong, 21st July, 1903. 2024

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that
the ORDINARY HALF-YEARLY
MEETING of the SHAREHOLDERS in this
Corporation will be held at the CITY
HALL, Hongkong, on SATURDAY, the 15th
day of AUGUST next, at Noon, for the
purpose of receiving the Report of the Court of
Directors together with a Statement of
Accounts to 30th June, 1903.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. 2093

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that the
REGISTERS of SHARES of the
Corporation will be CLOSED from SATUR-
DAY, the 1st, to the 15th day of AUGUST
next (both days inclusive), during which period
no Transfer of Shares can be registered.

By Order of the Court of Directors,
J. R. M. SMITH,
Chief Manager.

Hongkong, 22nd July, 1903. 2094

HONGKONG & SHANGHAI BANKING
CORPORATION.

NOTICE IS HEREBY GIVEN that the
following Certificates for Shares of this
Bank issued in Hongkong in the name of
THOMAS CHILD HAYLLAR, the 15th
Nos. 36438 and 36439;
No. 3871 dated 18th July, 1871 for 2 Shares
Nos. 398285;
No. 189 dated 19th Feb. 1872 for 4 Shares
Nos. 21955/58;
have been LOST, and should the same not be
produced before the 3rd day of August next,
Duplicate Certificates will be issued to the said
THOMAS CHILD HAYLLAR, and no
transaction taking place under the aforesaid
Share Certificates, Nos. 75, 3871 and 189, will
be recognised by the Corporation.

J. R. M. SMITH,
Chief Manager.

Hongkong, 3rd July, 1903. 1919

CARMICHAEL & CLARKE,
CONSULTING ENGINEERS
AND SHIPBUILDERS.

SURVEYORS AND CONTRACTORS.
REPAIRS PROMPTLY ATTENDED TO.

TELEGRAMS: "CARMICHAEL," HONGKONG.
A. B. Code, 4th Edition
A. I. Code.
Lieber's Standard Code.
Telephone 392.

Hongkong, 2nd June, 1903. 1377

LATE TELEGRAMS.

[VIA AUSTRALIA.]

GENERAL NEWS.

FRENCH PREMIER IN DIFFICULTIES.

London, 29th June.
The majority of M. Combes in the Chamber
of Deputies is dwindling. This was proved in
a vote on his proposal for preventing members
of the dissolved religious orders from acting as
law teachers and for the suppression of many
female orders. M. Waldeck Rousseau, M. Com-
bes's predecessor in the Premiership, speaking
in the Senate on Friday, blamed M. Combes for
going beyond the law for dealing with religious
associations. M. Waldeck Rousseau said that
the law was designed to control the associations,
but M. Combes had used it to exclude those
bodies from France.

THE U.S. AND GERMANY.

London, 29th July.
Newspapers of the United States have ex-
pressed themselves as being amused at the
effusive compliments bestowed by the German
Emperor on the American squadron at Kiel,
and describe him as a great actor with the
whole world as his audience. Those newspapers
recall how near the Germans and the Americans
were to fighting at Manila Bay in 1898 and at
Apia (Samoa) in 1899.

London, 30th June.

The German Emperor has made a personal
inspection of the United States warship
Kearsarge. His action in that respect is con-
sidered to be a great breach of naval etiquette,
and Americans regard his conduct with suspi-
cion.

London, 6th July.

It has been learned that while the United
States squadron now in European waters was
at Kiel, out of 400 German sailors on the vessels
of the squadron 195 deserted.

ALL-FRENCH CABLE SCHEME.

London, 30th June.

The Chamber of Deputies has authorized the
construction of cables between Madagascar,
Rouillon, and Mauritania, and from Brest to
Dakar, Senegambia. The cost is estimated at
£1,000,000.

ALLEGED SLAVERY IN THE U.S.

London, 30th June.

The Grand Jury at Montgomery, in the
State of Alabama, has found a true bill in each
of 99 indictments charging planters with hold-
ing negroes as slaves. It is alleged that the
negroes have been fined for fictitious offences
and the planters paid the fines, taking the
negroes concerned into slavery. It is alleged
moreover that these negroes are frequently
whipped, and that some of the whippings have
been followed by consequences that were fatal.

It is also asserted that negroes who desert from
the plantations are chased by bloodhounds.

London, 2nd July.

The trials of planters at Montgomery, Ala-
bama, charged with holding negroes as slaves,
have commenced. The grand jury returned
indictments against 99 planters, and have been
sentenced to 12 months' imprisonment. The
Judge, in sentencing the prisoners, said that
defenceless people, guilty of no crime, had been
brought into court and by collusion with the
magistrates had been deprived of their liberty,
and had been forced to work, and had been cruelly
beaten.

VERY "PASSIVE" RESISTANCE!

London, 1st July.

A man at Hastings who refused to pay the
education rate had his bailiffs put in his house,
and a auctioneer went from London to sell his
furniture to provide funds for payment.
Indignant mobs gathered, and with yells and
misdemeanours prevented the sale, and became so
threatening that the auctioneer fled from the
house through a back window, and even by that
means could only attain safety by the protection
of the police.

PREFERRED PRINCE AND LADY RUSSELL.

London, 1st July.

The man, William Brown, who was charged
with making a false entry of marriage at the
Portsmouth registry office, was presented at
the Winchester Assizes yesterday. In murr-
ing Lady Russell, who had obtained a divorce
from Earl Russell, Brown pretended that he
was Prince Athol Stuart de Madone. In
reality he was a footman. Prisoner admitted
being guilty of a misdemeanor in making the
representation, and he received a sentence of
two days' detention. The man was immediately
discharged from custody.

SOMALILAND—PLUNKETT'S LAST STAND.

London, 2nd July.

The correspondent of the Daily Telegraph
at Berbera, in giving additional particulars of
the last stand of Colonel Plunkett at
Gamburru on April 17, says that Captain
Johnston-Stewart, the last of Colonel Plunkett's
officers alive, though wounded in seven places,
shot with his revolver for the last time.
He was then killed by a Somali. The Mallah
killed the Somali alive, as he was disappointed
at not capturing a living officer.

London, 6th July.

The Abyssinian general Abanbro has
invited the Ogaden Somalis to become
Abyssinian subjects. The Abyssinian force
blocks three out of the four lines of retreat
open to the Mallah.

THE NAVY ESTIMATES.

London, 3rd July.

In Committee of Supply of the House of
Commons last night on the vote of £2,571,509

WILL CURE STOMACH-ACHE IN
FIVE MINUTES!

This is just what Painkiller will do; try it.
Have a bottle in the house for instant use, as it
will save you hours of suffering. Watch out
that the dealer does not sell you an imitation,
as the great reputation of Painkiller (Perry
Davis) has induced many people to try to make
something to sell, said to be "just as good as
the genuine."

2393-6

for contract work in the Navy Estimates, Mr.
Arnold-Forster, the Secretary to the Admiralty,
made an announcement which surprised and
delighted the critics of the Board. Mr.
Arnold-Forster said that the Admiralty would
not renew the subsidies to merchant cruisers,
and would give on April 1 next a year's notice
to terminate the agreement. There were other
purposes, Mr. Arnold-Forster said, which might
be served by subsidies where something would be
obtained which it would be impossible to obtain
otherwise, but any subsidies voted by Parliament
ought to be administered by some central
authority. It might be expedient, the Secretary
said, to pay a subsidy for steamers with very
high speed and with other qualifications. Mr.
E. Robertson (Liberal) emphasised the fact that
the naval budget totalled £39,500,000, including
£4,000,000 for naval works. The bill for New
Construction showed an increase of £1,000,000.
Mr. Arnold-Forster, replying to general criticism
in the Estimates of the contributions to the
navy promised by the colonies. It would have
been disconcerting not to have mentioned the
promised contributions, but confirmation by the
various Parliaments of the promises of the
colonial Premiers was required before the
contributions would be paid. He added that
the Admiralty had eliminated from the Navy
list many defective ships, making every ship
retained on the list effective for war. At the
end of 1913 we would have a larger number of
effective war vessels than we had ever had. The
suppression by the Admiralty of the retaining
fee to merchant vessels will save £77,813 per
annum from the year 1905.

It is understood that any subsidy which may
be paid in the future will be exclusively for the
vessels of the fastest speed, which otherwise
would not be built.

BOTHA'S VIOLENT SPEECH.

London, 3rd July.

At the meeting at Heidelberg, in the Transvaal,
which passed resolutions against the employ-
ment of Chinese in the mines, 2,000 Boers were
present. The London Standard says that in
addressing them the tone of General Botha was
aggressively hostile to the British. He com-
plained that the amnesty pledges had not been
fulfilled, and expressed a hope that a complete
amnesty to rebels would be granted within a
fortnight. The Tans were, he said, treated as a
foreign language. In his opinion Boer teachers
ought to conduct the education of the children
of the Boers, and the Dutchmen must retain
the land. The moderate party among the Boers
regard the meeting as the initiation of a highly
dangerous movement.

London, 6th July.

The Johannesburg correspondent of the
Standard says that the loyal Press of the
Transvaal unanimously condemns the speeches
which General Botha delivered at Heidelberg,
and the mischievous impression they created is
deepening. It is supposed that the speeches
were prompted by disaffected partisans in Cape
Colony.

THE U.S. AND RUSSIA.

London, 4th July.

The statements that Russia would not tolerate
interference, such as the position of the
American Jews regarding the Kishineff
massacres indicated, in the internal affairs of
Russia, was controverted by the American Press
by statements inspired by the United States
President Roosevelt. He has now issued to the
Press of the United States, through the
New York Methodist, an inspired statement
regarding the announcement of Count Cassini.
President Roosevelt remarks that it is strange
that Russia has chosen this particular moment
to make a semi-official communication to the
American people, when, by methods which are
certainly the reverse of friendly to the United
States, she has sought to make China join her
in breaking her pledged faith to the Powers
regarding the open door in Manchuria, and in
an endeavor to bar the access of Americans to
Manchurian trade.

STRAUGLE FOR IRISH RIGHTS.

London, 6th July.

Mr. J. E. Redmond, M.P., leader of the
Nationalist party, in addressing a meeting at
Burling on Saturday, said that the end of the
struggle for Irish rights had fairly arrived.
He invited Irish voters in Great Britain not to
plunge themselves on the fiscal question but
to await the word of command, as they did at
the election of 1885. The Irish voters, Mr.
Redmond added, should not vote on the merits
of the issue but in the way which would best
serve the Irish cause. Irishmen, he said, were
bound to pursue a selfish policy if they wished
to see Ireland successful.

THE "TIMES" TANGIER CORRESPONDENT.

London, 7th July.

Mr. Harris, the correspondent of the Times
in Morocco, who was taken prisoner by rebels,
has been released. He was exchanged for some
rebel tribesmen.

AN UNEXPLAINED INCIDENT.

London, 6th July.

Fifty of the crews of the British warships at
Halifax, Nova Scotia, deserted. Some were
captured, and others returned to their vessels.
DETERRIORATION OF BRITISH WORKING CLASS
PHYSIQUE.

London, 7th July.

In the House of Lords last night the Earl of
Meath asked for the appointment of a Royal
Commission to enquire into the causes of the
deterioration of the physique of the working
classes. The Bishop of Ripon declared that
the decline in the birth-rate was alarming.
Already there was a shortage of 1,100,000
children. Similar causes were, he said,
existing in Canada and Australia.

The Duke of Devonshire, the Lord President
of the Council, admitted that an enquiry was
necessary, though he doubted the statements
regarding the physical deterioration of the
urban operatives. After consulting the medical
profession, the Duke of Devonshire said the
Government would consider the desirability of
appointing a commission of enquiry.

LARGEST SALE OF ANY DENTIFRICE.

**CALVERT'S
CARBOLIC
Tooth Powder.**

A unique and efficacious preparation for
cleansing the teeth and strengthening the gums.

F. C. CALVERT & Co., Manchester, Eng.

2394-1

WM. POWELL, LD.

GENERAL DRAPERS AND HIGH-CLASS DRESSMAKERS.

Ladies' and Gent's Fine Quality PANAMAS. A Fine Assortment of FLOWERS,
MUSLINS, RIBBONS, LACES, &c.

New CHATALAIN BAGS and FANCY GOODS.

The latest in MERCERISED MUSLINS, ARMEUR SILKS, ALPACAS,
GRENADES and Fine BLACK DRESS GOODS.

GENTLEMEN'S DEPARTMENT.

LIGHT SUMMER SHIRTS, HATS, HALF HOSE, BOOTS, &c., &c.

ASK TO SEE THE NEW MOUNTAIN PICNIC TENT, CAN BE CARRIED AND
FIXED BY ANYONE.

14)

JUST RECEIVED.

A shipment of

PORCELAIN CIGAR CASES

for household use. Capacity—One and Two Hundred Cigars each.

Guaranteed to keep Cigars dry in a damp climate, and moist in a dry climate, combin-
ing utility with beauty and security, with a perfect preservation of Cigars. Would be pleased
to have you inspect these PORCELAIN CIGAR CASES.

KRUSE & CO., CONNAUGHT HOUSE.

141

NOBEL-GLASGOW EXPLOSIVES.

DYNAMITE,

GELATINE-DYNAMITE.

BLASTING GELATINE AND GELIGNITE,

SHIPPING.

ARRIVALS.

July 26, BORNEO, German str., 1344, E. Mable, Sundakan 21st July, Timber and General.—MELCHERS & CO.	July 27, VERONA, German str., 3633, H. N. Spiesen, Amy 25th July, Tea and General.—CARLOWITZ & CO.
July 27, EMPRESS OF CHINA, British str., 4003, R. Archibald, Vancouver 6th July, Mails and General.—C. P. R. Co.	July 27, CHOROKAI, British str., 1474, W. Lambie, Shanghai 22nd July and Swatow 25th, General.—JARDINE, MATHESON & CO.
July 27, EMPEROR, British str., 4500, P. T. Holmes, Sydney 8th July, General.—GIBB, LIVINGSTON & CO.	July 27, KWANTUNG, Chinese str., 1536, Wm. H. Lant, Shanghai 2nd July, Mails and General.—CHINESE.
July 27, MICHAEL JENSEN, German str., 710, Hildbrandt, Hongkong and Hellow 26th July, General.—JEN & CO.	July 27, PERLA, British str., 1287, J. McGinlay, Cebu 22nd July, General.—SHEWAN, TOMES & CO.
July 27, RUBI, British str., 1611, R. W. Almond, Manila 25th July, General.—SHEWAN, TOMES & CO.	July 27, VICTORIA, German str., 4238, Th. Hildbrandt, Hamburg and Swatow 21st July, General.—HAMBURG-AMERIKA LINE.
July 27, VAL OF DOON, British str., 693, J. Petersen, Rajah 11th July, Timber.—SANDER, WIEBER & CO.	July 27, YUKSANO, German str., 1128, S. J. Payne, Manila 24th July, General.—JARDINE, MATHESON & CO.
July 27, YUNN, British str., 1206, Benson, Pusan 16th July, Sugar.—BUTTERFIELD & SWIRE.	

CLEARANCES.

At the Harbour Master's Office.
27th July.
Aperade, German str., for Haiphong.
Dhawan, Swedish str., for New York.
Empire, British str., for Shanghai.
Maidura Maru, Japanese str., for Swatow.
Patong, British str., for Ningpo.
Sachado, Dutch str., for Palembang.
Thales, British str., for Swatow.
Verona, German str., for Manila.

DEPARTURES.

26th July.
CANDIA, British str., for Shanghai.
SABUMIA, British str., for Sri Lanka.
TAMBA MARU, Japanese str., for London.
TARA, German str., for Canton.
27th July.
HALDOR, British str., for Swatow.
KENNEDY, British str., for Singapore.
KWANTUNG, Chinese str., for Canton.
LOYAL, German str., for Hongkong.
LYNNMOON, German str., for Canton.
SINGAN, British str., for Canton.
TAISAN, British str., for Shanghai.
TAIYUAN, British str., for Sydney.

VESSELS IN DOCK.

27th July.
ABERDEEN DOCKS.—Pina Chon Kiao.
KOWLOON DOCKS.—Sun Joqui, U.S.A.T.
Ingala, Pawan, Bowditch, Lema, Krong Hong Minor.
COMMERCIAL DOCK.—U.S.A.T. Sumner.

SHIPPING REPORTS.

The German steamer *Borneo* from Sandakan 21st July, had strong S.W. wind with heavy rain squalls, and moderate sea in the Gulf. In the China Sea from lat. 12.14 N., had strong S.W. and S. winds with heavy squalls; from lat. 14 N. to port light and moderate S.E. and E. winds and according swell.
The British steamer *N.W.* and *S.W.* winds and rain to Brisbane; from Brisbane to Thursday Island fresh S.E. wind and squally; from Thursday Island to Banka Island light S.E. wind and fine; from Banka Island to Mindoro Strait light variable and squally; from Mindoro Strait to Manila light northerly wind and heavy rain; from Manila to lat. 18 N. a calm S.W. wind and high sea. For 1903. From lat. 18 N. to port light variable and fine, clear weather; light E. and N.E. latter part.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship.

"THALES,"
Captain Robinson, will be despatched for the above ports TO-DAY, 28th inst., at 1 p.m.
For Freight or Passage, apply to
DOUGLAS LAURIE & CO.,
General Managers.
Hongkong, 25th July, 1903. [124]

FOR SINGAPORE, PENANG AND CALCUTTA.
THE Steamship.

"CATHERINE APCAR,"
Captain A. Stewart, will be despatched for the above ports TO-DAY, 28th inst., at 3 p.m.
For Freight or Passage, apply to
DAVID SASSOON & CO., LD.,
Agents.
Hongkong, 22nd July, 1903. [2073]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and Queensland Ports, and taking through cargo to Adelaide, New Zealand, Tasmania, &c.)
THE Steamship.

"AUSTRIAN,"
Captain W. G. Macmillan, will be despatched as above TO-MORROW, the 29th inst., at Noon.
This well-known Steamer is specially fitted for Passengers, and has a refrigerating chamber, which ensures the supply of fresh provisions, ice, &c., throughout the voyage.
The Steamer is furnished throughout with the electric light.
A stewardess, and a duly qualified surgeon are carried.
N.B.—To ensure the additional comfort of passengers the Steamers of the Company have electric fans fitted in staterooms.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 3rd July 1903. [1912]

"BEN" LINE OF STEAMERS.
FOR LONDON VIA SUEZ CANAL.
THE Steamship.

"BENLEDI,"
Captain D. Clark, will be despatched as above on or about the 26th inst.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 14th July, 1903. [1886]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA SUEZ CANAL	BENLEDI	Brit. str.	D. Clark	GIBB, LIVINGSTON & CO.	About 26th inst.
LONDON, via PORTS OF CALL	COROMANDEL	Brit. str.	F. J. Fox	C. & O. S. N. Co.	1st Aug., at Noon.
LIVERPOOL	DROMED	Brit. str.	Thompson	BUTTERFIELD & SWIRE	20th August.
MARSEILLES, LONDON & ANTWERP	PINGHUY	Brit. str.	Duchateau	MESSAGERIES MARITIMES	22nd September.
MARSEILLES, LONDON & ANTWERP	ROSEBRIEN	Brit. str.	C. Jackson	BUTTERFIELD & SWIRE	To-day, at 11 a.m.
MARSEILLES, LONDON & ANTWERP	SARUKI MARU	Jan. str.	W. Townsend	NIPPON YUSEN KAISHA	4th August.
MARSEILLES, LONDON & ANTWERP	TYDEUS	Brit. str.	M. F. Jackson	BUTTERFIELD & SWIRE	8th August, Daylight.
MARSEILLES, LONDON & ANTWERP	NESFOR	Brit. str.	W. Townsend	BUTTERFIELD & SWIRE	18th August.
MARSEILLES, LONDON & ANTWERP	KISTUCK	Brit. str.	W. Townsend	BUTTERFIELD & SWIRE	1st September.
MARSEILLES, LONDON & ANTWERP	PLACIDUS	Brit. str.	W. Townsend	BUTTERFIELD & SWIRE	15th September.
BIEMEN, via PORTS OF CALL	P. HENDRIK	Ger. str.	R. Heintze	MELCHERS & CO.	29th September.
HAYRE, BREMEN & HAMBURG	WETZBURG	Ger. str.	W. Binzer	HAMBURG-AMERIKA LINE	6th Aug., at Noon.
HAYRE & HAMBURG	BAERNA	Ger. str.	Rorlen	HAMBURG-AMERIKA LINE	To-morrow.
HAYRE & HAMBURG	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINE	12th August.
HAYRE & HAMBURG	ANDALUSIA	Ger. str.	Mayer	HAMBURG-AMERIKA LINE	26th August.
TRIESTE, via SINGAPORE, &c.	M. RACQUENHES	Aus. str.	von Dohren	HAMBURG-AMERIKA LINE	30th September.
NEW YORK, via PORTS & SUEZ CANAL	SAIN DEBDE	Brit. str.	Laurent	SHEWAN, TOMES & CO.	23rd August, P.M.
NEW YORK, via SUEZ CANAL	BARON DRISSEN	Am. str.	Laurent	SHEWAN, TOMES & CO.	About 24th Aug.
VANCOUVER, via SHANGHAI, &c.	ATHENIAN	Brit. str.	R. Archibald	CANADIAN PACIFIC R. CO.	About middle Aug.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	HOIYUN MARU	Jan. str.	N. Ohno	NIPPON YUSEN KAISHA	5th Aug., at Noon.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	VICTORIA	Brit. str.	J. Pantou	NIPPON YUSEN KAISHA	12th August.
VICTORIA (B.C.) & SEATTLE via SHAI, &c.	NINGHONG	Brit. str.	C. H. Butler	NIPPON YUSEN KAISHA	To-day, at 4 p.m.
AUSTRALIAN PORTS	INDRA PURA	Brit. str.	Hollingsworth	PORTLAND & ASIATIC CO.	11th Aug., at 4 p.m.
AUSTRALIAN PORTS	KASOGA MARU	Brit. str.	W. S. Macartur	PORTLAND & ASIATIC CO.	14th August.
YOKOHAMA & KOBE	SITHONIA	Ger. str.	Hildebrandt	HAMBURG-AMERIKA LINE	To-morrow, Noon.
YOKOHAMA & KOBE	BOHAY MARU	Jan. str.	T. Murel	NIPPON YUSEN KAISHA	30th Aug., at 4 p.m.
YOKOHAMA & KOBE	TIENHIN	Brit. str.	H. W. Kourick	NIPPON YUSEN KAISHA	7th Aug., at Noon.
YOKOHAMA & KOBE	KANAKURA M.	Jan. str.	H. Peterson	NIPPON YUSEN KAISHA	About 30th inst.
YOKOHAMA & KOBE	INABA MARU	Jan. str.	W. Bainbridge	NIPPON YUSEN KAISHA	31st inst., Daylight.
YOKOHAMA & KOBE	KIWANO MARU	Jan. str.	E. W. Haswell	NIPPON YUSEN KAISHA	11th Aug., D'light.
YOKOHAMA & KOBE	IOHANG	Brit. str.	W. L. Johns	BUTTERFIELD & SWIRE	12th Aug., at Noon.
YOKOHAMA & KOBE	TOHON	Brit. str.	Schmitt	MESSAGERIES MARITIMES	To-day.
YOKOHAMA & KOBE	DAIGI MARU	Jan. str.	W. S. Palmer	OSAKA SHOSHEN KAISHA	About 29th inst.
YOKOHAMA & KOBE	MAIDZURU M.	Jan. str.	T. Saito	OSAKA SHOSHEN KAISHA	31st inst.
YOKOHAMA & KOBE	ANPING MARU	Jan. str.	I. Goto	OSAKA SHOSHEN KAISHA	To-day.
YOKOHAMA & KOBE	CHIYO MARU	Jan. str.	G. Kitaka	OSAKA SHOSHEN KAISHA	2nd August.
YOKOHAMA & KOBE	THALES	Brit. str.	Robson	DOUGLAS LAURIE & CO.	To-morrow.
YOKOHAMA & KOBE	KWANGHAI	Brit. str.	Sommerville	BUTTERFIELD & SWIRE	To-day, at 10 a.m.
YOKOHAMA & KOBE	WECHANG	Brit. str.	J. McGinlay	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA & KOBE	PERLA	Brit. str.	Ontario	BUTTERFIELD & SWIRE	30th inst.
YOKOHAMA & KOBE	SUNGIANG	Brit. str.	E. P. Bishop	TOYO KISEN KAISHA	31st inst., at 4 p.m.
YOKOHAMA & KOBE	MANILA MARU	Jan. str.	S. J. Payne	JARDINE, MATHESON & CO.	To-morrow, 11 a.m.
YOKOHAMA & KOBE	YUYANG	Brit. str.	R. W. Almond	SHEWAN, TOMES & CO.	31st inst., at 4 p.m.
YOKOHAMA & KOBE	RUBI	Brit. str.	A. Stewart	DAVID SASSOON & CO., LD.	1st Aug., 10 a.m.
YOKOHAMA & KOBE	C. APCAR	Brit. str.	K. Kori	NIPPON YUSEN KAISHA	To-day, at 3 p.m.
YOKOHAMA & KOBE	KAGOSHIMA M.	Jan. str.	K. Kori	NIPPON YUSEN KAISHA	11th Aug., at Noon.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.
STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, PONDICHERY,
CALCUTTA, DIBOUTI, EGYPT,
MARSEILLES, MEDITERRANEAN
AND BLACK SEA PORTS.
LONDON, HAVRE, BORDEAUX,
ATSO

ON TUESDAY, the 28th July, 1903, at 11 a.m. the Company's Steamship "POLYNESEAN" Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.
Shipping Orders will be granted till Noon only on Monday, the 27th July. Specie and Parcels received until 4 p.m. on the same day. No cargo will be received on board after they must be left at the Agency's Office. Contents and Value of Packages are required.
For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 16th July, 1903. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship "TONKIN."

Captain Schmitt, will be despatched for the above ports on or about WEDNESDAY, the 29th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.

Hongkong, 26th July, 1903. [2]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON. THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"COROMANDEL,"

Captain F. J. Fox, carrying His Majesty's Mails, will be despatched from this Port for Bombay, etc., on SATURDAY, the 1st AUGUST, at Noon, taking passengers and cargo for the above ports.

Silk and Valuables, all-cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to
E. A. HEWETT, Superintendent.

Hongkong, 22nd July, 1903. [1]

HONGKONG-MACAO LINE.

S.S. "WING CHAI,"

Captain Samuel Bell Smith.

DEPARTURES from Hongkong, on week days, at 7.30 a.m., on Extension Sundays, at 8.30 a.m., from Macao (week days) at about 2 p.m. and (Sundays) about 3 p.m.

FARE—(week days) 1st Class (including cabin and servant), \$3. Return Ticket \$5. 2nd Class \$1.50. Return Ticket \$2.50. 3rd Class \$1. Steerage 50 cents.

On Extension Sundays 1st, 2nd, and 3rd Class Single Ticket \$2. Return Ticket \$3. Return Ticket including Tiffin and Dinner either on board or at Macao Hotel \$5.

Wharf—Opposite Central Market.
The Steamer runs an Excursion Trip Every Sunday in Summer.
SAM WANG & CO., LD.,
81, Queen's Road Central.
Hongkong, 25th July, 1903. [2112]

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY.
"Empress" Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF CHINA"	6,000 Tons.	WEDNESDAY, 5th Aug.
R.M.S. "ATHENIAN"	3,882 Tons.	WEDNESDAY, 12th Aug.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons.	WEDNESDAY, 26th Aug.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 29th Sept.
R.M.S. "TAIYU"	4,425 Tons.	WEDNESDAY, 7th Oct.
R.M.S. "EMPRESS OF CHINA"	6,000 Tons.	WEDNESDAY, 4th Nov.
R.M.S. "EMPRESS OF INDIA"	6,000 Tons.	WEDNESDAY, 18th Nov.
R.M.S. "EMPRESS OF JAPAN"	6,000 Tons.	WEDNESDAY, 16th Dec.
R.M.S. "TAIYU"	4,425 Tons.	WEDNESDAY, 30th Dec.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIPS of this Line pass through the famous INLAND-SEA of JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS "TAIYU" and "ATHENIAN" 14 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9, and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Government.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to
D. E. BROWN, General Agent,
Pudler Street.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND LOGGERS.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

STEAMERS	SAILING DATES
PRINZ HEINRICH	THURSDAY 6th August
SACHSEN	THURSDAY 20th August
KLAUSCHOU	THURSDAY 3rd September
BYERN	THURSDAY 17th September
ZIEHL	WEDNESDAY 30th September
SEYDLITZ	WEDNESDAY 14th October
ROON	WEDNESDAY 28th October
PREUSSEN	WEDNESDAY 11th November
HAMBURG	WEDNESDAY 25th November
PRINZ HEINRICH	WEDNESDAY 9th December
KONIG ALBERT	WEDNESDAY 23rd December

* KLAUSCHOU ... WEDNESDAY 6th January

SACHSEN ... WEDNESDAY 20th January

BYERN ... WEDNESDAY 3rd February

SEYDLITZ ... WEDNESDAY 17th February

ROON ... WEDNESDAY 2nd March

* Steamers of the Hamburg-Amerika Line.

ON THURSDAY, the 6th day of August, 1903, at Noon, the Steamship "PRINZ HEINRICH" of the NORDDEUTSCHER LLOYD, Captain R. Heintze, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till Noon on TUESDAY, the 4th August. Cargo and Specie will be received on Board until 5 p.m. on WEDNESDAY, the 5th August, and Parcels will be received at the Agency's Office until Noon on WEDNESDAY, the 5th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than 50 lbs. and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.
For further Particulars, apply to
MELCHERS & CO., AGENTS.
Hongkong, 23rd July, 1903. [15]

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
RAIOUN MARU	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 29th July, at 4 p.m.
KANAKURA MARU	KOBE and YOKOHAMA.	FRIDAY, 31st July, at DAYLIGHT.
BOMBAY MARU	MOJI, KOBE and YOKOHAMA.	FRIDAY, 7th Aug., at Noon.
SANUKI MARU	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID.	SATURDAY, 8th Aug., at DAYLIGHT.
INABA MARU	KOBE and YOKOHAMA.	FRIDAY, 11th Aug., at DAYLIGHT.
KAGOSHIMA MARU	BOMBAY, via SINGAPORE and COLOMBO.	TUESDAY, 11th Aug., at Noon.
Iyo Maru	VICTORIA, B.C. and SEATTLE, U.S.A., via SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 11th Aug., at 4 p.m.
KUNANO MARU	NAGASAKI, KOBE and YOKOHAMA.	WEDNESDAY, 12th Aug., at Noon.
KASUGA MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	SATURDAY, 15th Aug., at 4 p.m.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class through passengers have the option of travelling by the Sanyo Railway.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building First Floor, Chater Road.

Apply to—
T. S. TAKAYANAGI, Acting Manager. [9]

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
KOBE	TIENHIN H. W. Kourick, R.N.R.	About 30th July	Freight only.
SHANGHAI	VALETTA W. E. Palmer, R.N.R.	About 31st July	Freight and Passage.
LONDON, &c.	COROMANDEL F. J. Fox	Noon, 1st August	See Special Advertisement.

* Calling at Penang if sufficient inducements offer.

For further Particulars, apply to
F. A. HEWETT, Superintendent.
Hongkong, 28th July, 1903. [1]

OSAKA SHOSHEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

OCEAN STEAM SHIP CO., LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

FROM	STEAMERS	DUE
GLASGOW AND LIVERPOOL	"NESTOR"	On 28th July.
GLASGOW AND LIVERPOOL	"TEUCER"	On 30th July.
GLASGOW AND LIVERPOOL	"NINGCHOW"	On 8th August.
GLASGOW AND LIVERPOOL	"KINTUCK"	On 13th August.
GLASGOW AND LIVERPOOL	"PINGSUEY"	On 20th August.
GLASGOW AND LIVERPOOL	"GLAUCUS"	On 26th August.
GLASGOW AND LIVERPOOL	"DEUCALION"	On 4th September.

FOR	STEAMERS	TO SAIL
MARSEILLES, LONDON and ANTWERP	"STENTOR"	On 4th August.
MARSEILLES, LONDON and ANTWERP	"TYDEUS"	On 18th August.
MARSEILLES, LONDON and ANTWERP	"DIOMEDE"	On 20th August.
MARSEILLES, LONDON and ANTWERP	"NESTOR"	On 1st September.
MARSEILLES, LONDON and ANTWERP	"KINTUCK"	On 15th September.
MARSEILLES, LONDON and ANTWERP	"PINGSUEY"	On 22nd September.
MARSEILLES, LONDON and ANTWERP	"GLAUCUS"	On 29th September.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NAGASAKI, KOBE & YOKOHAMA	"NINGCHOW"	On 10th August.
The s.s. "NESTOR" left Singapore on the 23rd inst. a.m., and may be expected to arrive at this port on the 28th inst.	"DEUCALION"	On 6th September.
The s.s. "AJAX" left Victoria (B.C.) on the 16th inst. for Japan and Hongkong.		

CHINA NAVIGATION CO. LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI and CHINKIANG	"ICHANG"	On 28th July.
MANILA	"SUNGKIANG"	On 19th July.
LOILO	"WUCHANG"	On 30th July.
SWATOW, CHEFOO and TIENTSIN	"KWEIYANG"	On 30th July.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

Taking Cargo and Passengers at through rates for all New Zealand Ports and other Australian Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 26th July, 1903.

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NORTHERN PACIFIC STEAMSHIP CO.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG,

VIA

SHANGHAI, INLAND SEA OF JAPAN, KOBE AND

YOKOHAMA,

FOR

VICTORIA, B.C., AND TACOMA,

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY COMPANY.

Steamer. Captain. Tons. Sailing Date.

VICTORIA J. Panton 3,502 August 1st

LEIADES F. G. Partridge 3,753 August 15th

OLYMPIA J. Trubridge 2,837 September 10th

Steamers marked * have no passenger accommodation.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the

PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further information as to Freight or Passage, apply to

DODWELL & COMPANY, LIMITED,

GENERAL AGENTS.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between

Hongkong and Manila. Saloon midships. Electric Light. Perfect

Cuisine. Surgeon carried. All the most up-to-date arrangements for

comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMPANY, LIMITED.

STEAMSHIP TONS. CAPTAIN. FOR. SAILING DATE.

PERLA 1,500 J. McGinty Cebu and Iloilo Fri. 31st July, 4 P.M.

RUBI 2,540 R. W. Almond Manila Direct Sat. 1st Aug. 10 A.M.

ZAFIRO 2,540 R. Rodger Manila Direct Sat. 8th Aug. 10 A.M.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,

GENERAL MANAGERS.

Hongkong, 28th July, 1903.

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CHINA NAVIGATION CO., LIMITED.

HONGKONG-MANILA.

REDUCED SALOON PASSAGE

MONEY.

SINGLE, \$20; RETURN, \$35

STEAMERS FITTED THROUGHOUT WITH

ELECTRIC LIGHT. FIRST CLASS ACCOM-

MODATION. UNRIVALLED TABLE. DULY

QUALIFIED SURGEON CARRIED.

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 4th July, 1903.

1904

THE new and fast Twin-Screw Steamer

"SAN CHEUNG,"

351 Tons, Captain A. Murphy, will leave for

Canton at 8 P.M. on SUNDAYS, TUES-

DAYS and THURSDAYS and return to

Hongkong on the following days, leaving Canton

at 5 P.M. Excellent accommodation, electric

light, and perfect cuisine. Wharf at Hongkong

near Harbour Office.

First-class Fare, \$3 each way. Meals, \$1

each.

Cargo Freight very moderate.

J. TREVOUX & CO.,

No. 123, Cross Street Road Central.

Hongkong, 30th June, 1903.

1761

REGULAR
STEAMSHIP SERVICE TO NEW
YORK
VIA PORTS AND SUEZ CANAL
(WITH LIBERTY TO CALL AT PHILIPPINE
PORTS).
PROPOSED SAILINGS FROM HONGKONG.
1903.
"SAINT BEDE" ... 28th Aug.
"MOGUL" ... 29th Aug.
"BRAEMAR" ... 31st Sep.
"SATSUMA" ... 19th Sep.
"SHIMOSA" ... 30th Sep.
For Freight and further information, apply to
DODWELL & CO., LD.
Agents.
Hongkong, 27th July, 1903. 1125

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS
in CHINA and JAPAN for the above Line
are prepared to issue THROUGH BILLS
OF LADING for all the principal ports in
SOUTH AFRICA, in connection with INDO-
CHINA STEAM NAVIGATION CO.'S fortnightly
service hence to CALCUTTA. Sailings from
CALCUTTA for Cape Ports every fortnight.
For Freight and further particulars,
apply to
DODWELL & CO., LIMITED,
General Agents for China and Japan.
Hongkong, 4th August, 1897. 18

NOTICE TO CONSIGNEES
FROM HAMBURG, BREMEN AND
EMDEN.

THE H.A.L. Steamship
"C. FERD. LAEISZ"
Captain Sachs, having arrived from the
above ports, Consignees of Cargo are hereby
requested to send in their Bills of Lading for
counter-signature by the Undersigned and to
take immediate delivery of their Goods from
alongside.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 22nd inst.
Any Cargo impeding their discharge will be
landed into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company
Limited, and stored at Consignees' risk and
expense.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th inst. will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 29th inst. at 3 P.M.
No Fire Insurance has been effected.
HAMBURG-AMERIKA LINIE,
Hongkong Office.
Hongkong, 22nd July, 1903. 12090

IMPERIAL GERMAN MAIL LINE.
NORDBEUTSCHER LLOYD.
HAMBURG-AMERIKA LINIE.
NOTICE TO CONSIGNEES.
THE Steamship
"SACHSEN"
OF THE NORDBEUTSCHER LLOYD,
having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the Godowns
of the Hongkong and Kowloon Wharf and
Godown Company Limited, Kowloon, whence
delivery may be obtained.
Optional Cargo will be forwarded unless
notice to the contrary be given before Noon,
To-day, the 22nd inst.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 29th July will be subject
to rent.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on Wednesday, the 29th July, at
9.30 A.M.
All Claims must reach us before the 1st
August, or they will not be recognised.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by the
Undersigned.
NORDBEUTSCHER LLOYD.
MELCHERS & CO.,
Agents.
Hongkong, 22nd July, 1903. 15

"BARBER" LINE OF STEAMERS.
NOTICE TO CONSIGNEES.
S.S. "SATSUMA"
FROM NEW YORK, ADELS, STRAITS
AND MANILA
CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.
Optional Cargo will be forwarded, unless
notice to the contrary be given before Noon,
To-day.
No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 1st Aug. will be subject
to rent.
All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
4th Aug., or they will not be recognised.
All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 30th July, at 3 P.M.
No Fire Insurance has been effected.
Bills of Lading will be counter-signed by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 25th July, 1903. 12123

OCEAN STEAMSHIP COMPANY,
LIMITED,
AND
CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"HECTOR"

are hereby notified that the Cargo is being

discharged into Craft, and/or loaded at the

Godowns of the Hongkong and Kowloon

Wharf and Godown Co., Ltd., where in both

cases it will be at Consignees' risk. The Cargo

will be ready for delivery from Craft or Godown

on and after the 25th inst.

Optional Cargo will be landed, unless notice

has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are

to be left in the Godowns, where they will be

examined at 11 A.M. on the 31st inst.

No Claims will be admitted after the Goods

have left the steamer's Godown, and all Goods

remaining undelivered after the 31st inst. will

be subject to rent.

All Claims against the Steamer must be pre-

sented to the Undersigned on or before the 3rd

inst., or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

DODWELL & CO., LIMITED,
Agents.

Hongkong, 2th July 1903. 12123

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NORTHERN PACIFIC STEAMSHIP
COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "VICTORIA"
FROM TACOMA, VICTORIA, YOKO-
HAMA, KOBE, MOJI AND
SHANGHAI.

THE above Steamer having arrived, Con-
signees of Cargo are hereby requested to
send in their Bills of Lading for counter-signa-
ture and to take immediate delivery of their
Goods from alongside.
Cargo impeding the discharge of the Vessel
will be landed and stored at Consignees' risk
and expense.
No Fire Insurance will be effected by us in
any case whatever.
DODWELL & CO., LD.,
Agents.
Hongkong, 24th July, 1903. 17

INSURANCES
PHENIX FIRE OFFICE
The Undersigned are now prepared to
GRANT POLICIES OF INSURANCE
against FIRE at Current Rates.
DOUGLAS LAURA & CO.
Agents for the Phoenix Fire Office.
Hongkong, 17th August, 1887. 123

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG
The Undersigned AGENTS of the above
Company are prepared to ACCEPT First
Class Foreign and Chinese Risks at Current
Rates.
HONGKONG, 29th May 1895 27

AACHEN AND MUNICH FIRE IN-
SURANCE CO.
OF AIX-LE-CHAPPELLE.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
REUTER, BROCKELMANN & CO.,
Agents.
Hongkong, 21st April, 1897. 113

GENERAL MARINE INSURANCE
COMPANY, LIMITED,
OF BREMEN.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT FOREIGN AND
CHINESE RISKS.
HUTZ, SJACOB & CO.,
Agents.
Hongkong, 1st September, 1902. 12327

NORTHERN ASSURANCE CO.
ESTABLISHED 1836.
THE Undersigned Agents of above Compa-
ny are prepared to accept First-class Foreign
and Chinese RISKS against FIRE at Current
Rates.
HONGKONG, 14th January, 1903. 1216

THE WESTERN ASSURANCE COM-
PANY OF TORONTO, CANADA.
INCORPORATED 1851.
Cash Security ... £25,719
Total Losses Paid ... £3,789,240
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
WM. MEYERINK & CO.,
Agents.
Hongkong, 18th May, 1903. 1419

SALAMANDER FIRE INSURANCE
COMPANY.
THE Undersigned, having been appointed
AGENTS for the above Company, are
prepared to ACCEPT RISKS against FIRE
at Current Rates.
HUTZ, SJACOB & CO.,
Agents.
Hongkong, 2nd April, 1900. 12

SUN INSURANCE OFFICE, LONDON
FOUNDED 1710.
The Undersigned, having been appointed
AGENTS for the above Company, are pre-
pared to ACCEPT RISKS against FIRE at
Current Rates.
SHEWAN, TOMES & CO.,
Agents.
Hongkong, 19th June, 1903. 1888

When You Get
a cool, refreshing drink you
don't always stop to think of its
wholesomeness—that's properly
attended to in
Rainer Beer
Whether you want wholesome-
ness or good flavor, you get
more in this drink than in any
other, no exceptions
A. S. WATSON & CO., LD.,
HONGKONG AGENTS.
1902-3

SAVARESSE'S
SANDAL
CAPSULES
Not made of Gomme, most efficacious, because
absolutely pure English Oil.
Full directions. All Chemists.
Insist on Savarasse's.

SAVARESSE'S
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SANDAL
CAPSULES
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absolutely pure English Oil.
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